**AMENDMENTS TO THE SPECIFICATION**:

Page 1, before the Title and the first paragraph, insert the following new paragraph:

--CROSS-REFERENCE TO RELATED APPLICATION

This application is a National Stage entry of International Application No. PCT/JP2004/011079, filed August 3, 2004, the entire specification claims and drawings of which are incorporated herewith by reference. –

**Please amend the second paragraph on page 1 bridging page 2 as follows:**

In recent years, there have been demands for efforts to reduce circumferential backlash of constant velocity joints which is caused by the chattering of the power transmitting system ~~such as noise and vibration~~. Heretofore, attempts have been made to reduce backlash between the inner ring and the shaft with a constant velocity joint having shaft serrations tilted at a torsional angle. Depending on the direction of the torsional angle and the direction of the torque load, the mechanical strength and service life of the inner ring and the shaft are likely to vary from product to product.

**Please amend the second full paragraph on page 13 as follows:**

The hub 14 has, on the inner circumferential surface of the axial hole 16, a hub tooth section 28 having a plurality of straight spline teeth 26 that fit in the fitting portion 18 of the shaft 12. Specifically, the hub tooth section 28 comprises a circumferentially alternate succession of convex peaks 28a and concave valleys 28b (see FIGS. ~~9 through 11~~ 12 through 14). As shown in FIG. 2A, the peaks 28a have substantially the same tooth thickness and extend substantially parallel to the axial direction of the shaft 12.

**Please amend the third full paragraph on page 30 bridging page 31 as follows:**

Therefore, when torque is applied to the shaft/hub unit ~~10~~ 200 wherein the shaft tooth section 22 and the hub tooth section 28 mesh with each other, since the point P1 in the shaft tooth section 22 and the point P2 in the hub tooth section 28 are offset from each other by the distance L3, the stresses imposed on the shaft/hub unit ~~10~~ 200 are distributed to the points P1, P2, thereby relaxing stress concentration.